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COUNTRY ~~CONFIDENTIAL~~ REPORT NC. ~~CONFIDENTIAL~~TOPIC Airfield of FINOW

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EVALUATION ~~CONFIDENTIAL~~ PLACE OBTAINED ~~CONFIDENTIAL~~DATE OF CONTENT ~~CONFIDENTIAL~~ 25X1CDATE OBTAINED ~~CONFIDENTIAL~~ DATE PREPARED 2 September 1949 *FLD/8*REFERENCES 25X1A ~~CONFIDENTIAL~~

PAGES 2 ENCLOSURES (NO. &amp; TYPE) 1 Blueprint

REMARKS

## SOURCE

1. A 2,000 x 2,300 feet area on the western border of the FINOW (N 53/V 08) airfield had been excavated by about 120 workers. Four or five large concrete mixers and 20 to 25 dump cars were standing at the working site, where a plate with the following inscription was posted: "VEB, Maerkische Bauunion, Bauhuero FINOWFURTH". \*
2. Three spur tracks were available at the field, two being in use. Obstacle and boundary lights were not seen. Most of the hangars were destroyed.
3. The following aircraft were observed at the field:
  - a. 46 to 48 PE-2s with white propeller hubs on the northern field border.
  - b. 46 to 48 PE-2s with red propeller hubs on the southern landing field border. \*\*
  - c. 3 twin-engine low-wing monoplanes of type "DC-3"
  - d. 34 to 38 biplanes, most of them PO-2 (U-2) type each seating 4 to 6 persons.
4. The twin-engine aircraft with double rudder assembly were parked in two rows facing each other. Flight training was done continuously with the biplanes. One DC-3, flying at an altitude of 1,600 feet, circled the airfield between 10:30 a.m. and noon. There was no other flying activity.
5. A radio station, consisting of two wooden cantonment buildings and five braced radio masts, each 33 to 40 feet high, was located exactly in the flying lane, 200 to 250 feet east of the FINOW - WIESENTAL (N 53/Z 97) road.
6. Another radio station was located on the highest hill in the vicinity of the airfield.
7. A radar station was directly beside the RR branch line, about 400 to 500 feet south of the FINOW - FINOWFURTH (N 53/Z 89) high-

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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NO CHANGE in Class. ☐☒ DECLASSIFIED

Class. CHANGED TO: TS S

DDA Memo, 4 Apr 77

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4,000 feet east of PINOWFURTH railroad branch station. \*\*\* It was a mobile radar station consisting of a closed truck with a closed trailer and two grid-shaped devices mounted on flat trailers (see Annex). Each flat trailer was about 25 feet long while the antenna frame, which was fixed to a pedestal in the middle of the trailer, was somewhat shorter. No movements were observed at the sets.

8. A third radio station of 16 to 18 high masts and one radio truck was set up on the site of a multiple-storied house, 1,000 feet northwest of the radar station.

9. The following motor vehicles were observed at the field entrance

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Comment:

\* The expansion work at the western field border was previously reported by another source. The landing field was originally about 3,000 x 5,800 feet. Upon completion of the expansion work, the E-W dimension of the field was about 8,200 feet.

\*\* The reported occupation of the field by about one hundred PC-2s, which approximately agrees with both previous reports may be considered, as being credible. Two bomber regiments of the 301st Bmr Div are assumed to be stationed in PINOW. The aircraft parked on the northern and southern field sectors are probably assigned to one regiment each (different color of propeller hubs). The great number of PC-2s is noteworthy. M

\*\*\* The radar station was observed at the same location by another source on 7 June 1949 (this previous report contained a better sketch of the two radar sets). The sketch attached to the above report does not indicate the kind of operation and the purpose of the sets, but shows only that the same sets as those described in the first report are concerned. From previous reports three radio stations are known to be established there.

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\*\*\*        which are assigned to the III Bmr Corps units.

1 Annex: Radar Trailer Observed near PINOW-PINOWFURTH.

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